



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

October 28, 2003
Subject: Whitefield and Jefferson
Project No. 10210.00 & STP-1065(400)X
PIN 10210.00 & 10654.00
Bid Amendment No. 4

Dear Sir/Ms.:

Please make the following change to your Bid Package:

- 1) Delete the existing "Schedule of Items" dated 031006, 7 pages and replace with the attached "Schedule of Items" dated 031028, 7 pages.
- 2) Deleted the existing "General Outline of Work" 3 pages and replace with the attached "General Outline of Work" 3 pages.
- 3) Delete the existing "Special Provision, Section 652, Maintenance of Traffic, Traffic Control" dated May 12, 2003, page 1 of 1 and replace with the attached "Special Provision, Section 652, Maintenance of Traffic, Traffic Control" dated December 10, 2001, page 1 of 1.

Consider these changes and the attached question and answer prior to submitting your bid on October 29, 2003.

Sincerely

Bruce R. Carter
Contracts Engineer



PRINTED ON RECYCLED PAPER

MAINE DEPARTMENT OF TRANSPORTATION

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SCHEDULE OF ITEMS

DATE: 031028

REVISED:

CONTRACT ID: 010210.00

PROJECT(S): 010210.00
STP-1065(400)X

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS

SECTION 0001 HIGHWAY ITEMS

0010	201.23 REMOVING SINGLE TREE TOP ONLY	EA	6.000				
0020	201.24 REMOVING STUMP	EA	6.000				
0030	202.202 REMOVING PAVEMENT SURFACE	M2	350.000				
0040	202.203 PAVEMENT BUTT JOINTS	M2	486.000				
0050	203.2001 COMMON EXCAVATION - PLAN QUANTITY	M3	10500.000				
0060	203.21 ROCK EXCAVATION	M3	300.000				
0070	203.25 GRANULAR BORROW	M3	5380.000				
0080	204.41 REHABILITATION OF EXISTING SHOULDERS, PLAN QUANTITY	M2	18321.000				
0090	211.21 INSLOPE REHABILITATION	M	1300.000				
0100	211.22 INSLOPE EXCAVATION - GUARDRAIL	M	369.000				

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			DOLLARS	CTS	DOLLARS	CTS
0110	211.30 DITCH EXCAVATION	6541.000				
		M				
0120	211.40 NEW DITCH EXCAVATION	2070.000				
		M				
0130	304.103 AGGREGATE SUBBASE - GRAVEL (TRUCK MEASURE)	300.000				
		M3				
0140	304.104 AGGREGATE SUBBASE COURSE - GRAVEL (PLAN QUANTITY)	21650.000				
		M3				
0150	310.23 PLANT MIX RECYCLED ASPHALT PAVEMENT - 75 MM DEPTH	67460.000				
		M2				
0160	403.209 HOT MIX ASPHALT 9.5 MM(SIDEWALKS,DRIVES, INCIDENTAL)	129.320				
		MG				
0170	403.210 HOT MIX ASPHALT 9.5 MM NOMINAL MAX SIZE	7590.000				
		MG				
0180	403.211 HOT MIX ASPHALT (SHIM)	2400.000				
		MG				
0190	403.213 HOT MIX ASPHALT 12.5 MM, BASE	6430.000				
		MG				
0200	409.15 BITUMINOUS TACK COAT APPLIED	15500.000				
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			DOLLARS	CTS	DOLLARS	CTS
0210	411.09 UNTREATED AGGREGATE SURFACE COURSE	130.000 M3				
0220	603.16 375 MM CULVERT PIPE OPTION I	340.000 M				
0230	603.17 450 MM CULVERT PIPE OPTION I	50.000 M				
0240	603.179 450 MM CULVERT PIPE OPTION III	570.000 M				
0250	603.199 600 MM CULVERT PIPE OPTION III	42.500 M				
0270	605.09 150 MM UNDERDRAIN TYPE B	20.000 M				
0280	606.1722 BRIDGE TRANSITION - TYPE 2	4.000 EA				
0290	606.178 GUARDRAIL BEAM	11.400 M				
0300	606.23 GUARDRAIL TYPE 3C - SINGLE RAIL	206.000 M				
0310	606.231 GUARDRAIL TYPE 3C - 4.5 M RADIUS AND LESS	8.000 M				
0320	606.232 GUARDRAIL TYPE 3C - OVER 4.5 M RADIUS	8.000 M				

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			DOLLARS	CTS	DOLLARS	CTS
0330	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2.000 EA				
0340	606.35 GUARDRAIL DELINEATOR POST	12.000 EA				
0350	606.47 SINGLE WOOD POST	30.000 EA				
0360	606.51 MULTIPLE MAILBOX SUPPORT	2.000 EA				
0370	606.754 WIDEN SHOULDER FOR 350 END TREATMENT	5.000 EA				
0380	606.79 GUARDRAIL 350 FLARED TERMINAL	5.000 EA				
0390	607.10 BARBED WIRE FENCE - WOOD POSTS	100.000 M				
0400	609.31 CURB TYPE 3	176.000 M				
0410	609.311 SPECIAL CURB - CAPE COD DESIGN	488.000 M				
0420	610.08 PLAIN RIPRAP	20.400 M3				
0430	610.18 STONE DITCH PROTECTION	500.000 M3				

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			DOLLARS	CTS	DOLLARS	CTS
0440	613.319 EROSION CONTROL BLANKET	10962.000 M2				
0450	615.07 LOAM	75.000 M3				
0460	618.1401 SEEDING METHOD NUMBER 2 - PLAN QUANTITY	550.000 UN				
0470	619.1201 MULCH - PLAN QUANTITY	550.000 UN				
0480	620.58 EROSION CONTROL GEOTEXTILE	2100.000 M2				
0490	621.025 EVERGREEN TREES (900 MM - 1200 MM) GROUP A	18.000 EA				
0500	621.026 EVERGREEN TREES (900 MM - 1200 MM) GROUP B	12.000 EA				
0510	621.126 SMALL DECIDUOUS TREES (1800 MM - 2400 MM) GROUP A	6.000 EA				
0520	621.178 MEDIUM DECIDUOUS TREES (1800 MM - 2400 MM) GROUP A	7.000 EA				
0530	621.546 DECIDUOUS SHRUBS (600 MM - 900 MM) GROUP A	12.000 EA				

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0540	627.76 TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LUMP	LUMP			
0550	629.05 HAND LABOR, STRAIGHT TIME	50.000 HR				
0560	631.111 TRACTOR MOUNTED HYDRAULIC HAMMER	30.000 HR				
0570	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	50.000 HR				
0580	631.131 SMALL BULLDOZER-GRADER (INCLUDING OPERATOR)	10.000 HR				
0590	631.14 GRADER (INCLUDING OPERATOR)	25.000 HR				
0600	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	100.000 HR				
0610	631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR)	40.000 HR				
0620	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	20.000 HR				
0630	639.19 FIELD OFFICE TYPE B	1.000 EA				
0640	652.38 FLAGGER	10000.000 HR				

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			DOLLARS	CTS	DOLLARS	CTS
0650	652.39 WORK ZONE TRAFFIC CONTROL	LUMP	LUMP			
0660	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP			
0670	658.20 ACRYLIC LATEX COLOR FINISH, GREEN	11.500 M2				
0680	659.10 MOBILIZATION	LUMP	LUMP			
0690	660.21 ON-THE-JOB TRAINING (BID)	2000.000 HR				
	SECTION 0001 TOTAL					
	TOTAL BID					

GENERAL OUTLINE OF WORK

- Section A: Station 10+240 to 10+830 - Vertical Alignment Change Only
 - Remove the existing pavement for use as PM-RAP as described in the 310 specification. Gravel must be placed within 25mm of the original pavement grade by the end of the day as stated in the General Notes. All sod, tar-penetrated strips and other unsuitable material on the shoulder or mainline shall be removed to the extent required by the Resident (payment incidental to Item 304, gravel). Add gravel to obtain the required centerline elevation and cross slope for the entire roadway and shoulder width. Place PM-RAP (75mm), binder (40mm) and surface (30mm). Ditching will be paid as Item 203.2001, Common Excavation Plan Quantity. Saw cut the joint at station 10+240 with payment incidental to the contract.
- Section B: Station 10+830 to 11+300 - No Significant Horizontal or Vertical Alignment Changes
 - Rehabilitate the shoulder as per the 204 specifications and the typical sections. Remove the existing pavement for use as PM-RAP as described in the 310 specification. Gravel must be placed within 25mm of the original pavement grade by the end of the day as stated in the General Notes. Add gravel to restore the original centerline elevation and the required cross slope for the entire roadway and shoulder width. Place PM-RAP (75mm), binder (40mm) and surface (30mm). The new centerline elevation should be 145mm higher than the original. Ditching and In-Slope rehabilitation shall be performed and paid for under appropriate items as needed.
- Section C: Station 11+300 to 11+340 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section D: Station 11+340 to 11+420 - Full Depth Excavation
 - Remove the existing pavement for use as PM-RAP as described in the 310 specification. Gravel must be placed within 25mm of the original pavement grade by the end of the day as stated in the General Notes. Remove any undesirable material from the shoulder areas (payment incidental to the gravel item). Add borrow, or excavate, to required sub-grade and cross slope. Add two feet of gravel. Place PM-RAP (75mm), binder (40mm) and surface (30mm). Ditching will be paid as Item 203.2001, Common Excavation Plan Quantity.
- Section E: Station 11+420 to 11+440 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section F: Station 11+440 to 11+570
 - Do not remove any pavement. Place 30mm of surface pavement, Item 403.210. Taper the shoulders to 0 at 3" off the guardrail posts.
- Section G: Station 11+570 to 11+780 - Vertical Alignment Change Only

GENERAL OUTLINE OF WORK

- Similar to Section A above, except for station 11+640 to 11+720 which will be full depth excavation similar to Section D above.
- Section H: Station 11+780 to 12+560 - No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section B above.
 - There is a shift of the proposed alignment through this area. The scope of work and pay items will still be as described in Section B above.
- Section I: Station 12+560 to 12+620 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section J: Station 12+620 to 12+840 - Horizontal Realignment (See Details)
 - Remove the existing pavement for use as PM-RAP as described in the 310 specification. Clear all vegetation for a minimum of 10.0 meters either side of the new centerline. Payment will be made under Item 201.111, Clearing. Grub out all vegetation and undesirable material. Add borrow or excavate to required sub-grade and cross slope. Add two feet of gravel. Place PM-RAP (75mm), binder (40mm) and surface (30mm). Ditching will be paid as Item 203.2001, Common Excavation Plan Quantity.
 - Build the extension of Libby Lane to meet the new alignment at station 12+720 Lt. Add borrow or excavate to the required sub-grade as shown on the profile, at a -3% cross slope. Add a new 450mm Option III cross pipe within the ditch line of Route 126. Add two feet of gravel. Place binder (45mm) and surface (30mm). Shape ditches to fit surrounding ground. Ditching and In-Slope rehabilitation along the new section of the side road shall be performed and paid for under appropriate items as needed.
- Section K: Station 12+840 to 13+490 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section L: Station 13+490 to 14+250 - No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section B above.
- Section M: Station 14+250 to 14+340 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section N: Station 14+340 to 14+720 - Full Depth Excavation
 - Similar to Section D above. Contains the intersection to the Cooper Road. See plan views for details.
- Section O: Station 14+720 to 15+300 - Vertical Alignment Change Only
 - Similar to Section A above, except for station 14+780 to 15+300 which will not have an alignment change similar to Section B above.
- Section P: Station 15+300 to 16+700 - Overlay Section with No Significant Horizontal or Vertical Alignment Changes

GENERAL OUTLINE OF WORK

- Place shim to the given cross slopes. Rehabilitate shoulders as per the 204 specification and the typical sections. Place a 30mm wearing surface and 50mm shoulder pavement, as per the typical sections.
- Build shoulders to 1.8 meters for station 15+296 to 15+976 left and station 15+389 to 15+991 right.
- Remove the Western most “dogleg” of the Townhouse Road. Remove the existing pavement for use as PM-RAP as described in the 310 specification. Excavate material to slope the ground away from the Townhouse Road. Payment for excavation will be made under the appropriate equipment rental items. See plan view for details.
- Section Q: Station 16+700 to 17+140 - Overlay Section with No Significant Horizontal or Vertical Alignment Changes
 - Mill the existing pavement to the depths and cross slopes as directed in the field. Place shim and surface as described in Section P above. Build shoulders to 1.5 meters and place Cape Cod style curbing as shown in the typical sections.
- Section R: Station 17+140 to 19+180 - Overlay Section with No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section P above.
- Section S: Station 19+180 to 19+320 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section T: Station 19+320 to 19+660 - Full Depth Excavation
 - Similar to Section D above.
- Section U: Station 19+660 to 20+230 - Vertical Alignment Change Only
 - Similar to Section A above.
- Section V: Station 20+230 to 21+620 - No Significant Horizontal or Vertical Alignment Changes
 - Similar to Section B above.

Note: Plans, Cross-Sections, and Computations are available at the Division 5 MDOT office in Rockland. Contact Sterling Paul.

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC
(Traffic Control)

652.7 Method of Measurement. This entire Subsection is revised to read:
Traffic Control Supervisor, furnishing, installation, and maintenance of all traffic control devices will be measured as one **lump sum** for all work authorized and performed.

652.8 Basis of Payment. This entire Subsection is revised to read:
Traffic Control will be paid for at the contract **lump sum** price. Payment will be full compensation for the Traffic Control Supervisor, approach signs, work area signs, drums, cones, panel markers, barricades, arrow boards etc. and maintenance thereof including the setting up and taking down of lane closures as many times as necessary shall be considered part of the lump sum price.

Maintenance of signs includes: replacing devices damaged, lost, or stolen, and cleaning and moving as many times as necessary throughout the life of the contract, regardless whether the work areas or projects are geographically separated or not separated.

The Lump Sum will be payable in installments as follows: 5% of the Lump Sum once the approach signing is complete and approved, with the 95% balance to be paid as the work progresses at a rate proportional to the percentage completion of the Contract.

Failure by the contractor to follow the Contracts 652 Special Provisions and/or The Manual on Uniform Traffic Control Devices (MUTCD) and/or The Contractors own Traffic Control Plan will result in a reduction in payment, computed by reducing The Lump Sum Total by 5% per occurrence. The Departments Resident Engineer or any other representative of The Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item.

All other requirements under the Standard Specifications Section 652 will be a part of the lump sum item.

There will be no extra payment for this pay item after the expiration of contract time.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
652.39 Work Zone Traffic Control	Lump Sum

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The following questions and responses apply to Whitefield-Jefferson Pins 10210.00 & 10654.00.

Question 1: If clearing is needed in ditch and new ditch areas, how will this be paid?

Response:

CMP is now performing clearing for the utility poles and we anticipate that This will constitute the majority of what is needed. Other clearing will be paid for by rental items or force account.

Question 2: Will the existing rock walls need to be removed and reset? If so how will this be paid?

Response:

Any rock walls that need to be removed and reset will be paid for by equipment rental. Rocks removed and disposed of in ditch and new ditch areas will be considered incidental to the ditch and new ditch areas.

Question 3: Where is the 900 mm option III culvert located?

Response:

This item has been deleted.

Question 4: Should general note #10 be modified to say: All pavement milling areas (except full depth excavation and earth fill areas which are subject to note #11) will be filled with gravel to within 25 mm below existing centerline grade prior to shutdown on the day the millings are removed. Payment will be under Item 304.104 A.S.C.G. plan quantity.

Response:

Yes, this note is hereby changed to read: All pavement milling areas (except full depth excavation and earth fill areas which are subject to note #11) will be filled with gravel to within 25 mm below existing centerline grade prior to shutdown on the day the millings are removed. Payment will be under Item 304.104 A.S.C.G. plan quantity.

Question 5: The question was asked if granular borrow would be paid for in other locations (areas not already noted in the contract book) if unsuitable excavation for fill is available.

Response:

Yes, however every effort must be made (good construction practices and schedule of work) to utilize the existing material. All borrow must be authorized by the Resident Engineer prior to placement to be eligible for payment.

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Question 6: In areas where additional fill is required immediately beneath the existing roadway surface where 600 mm depth pay limit for item 304.104 is not sufficient to make up the elevation increase, will fill in these areas be paid for as granular borrow?

Response:

No, however the Resident Engineer could modify the contract as a result of a design change and require granular borrow should the need arise.

Question 7: MDOT computations for shoulder rehabilitation are 13,590 M² but the contract amount is 18,321 M² Why?

Response

The computations for Pin 10654.00 were not included by the MDOT in the bid package. The MDOT has reviewed the computations and feel that 18,321 M² is the correct figure to use.

Question 8: The 652 specification states that flaggers are included in the lump sum price, however there is an item for flaggers in the contract.

Response:

The intent is to pay for flaggers. The attached Special Provision 652 applies.

Question 9: No detailed x-sections were available for station 11+320-11+420. Can the contractor assume that if the actual quantity of excavation exceeds the estimated 1293 M³ that they will be paid for the difference.

Response:

No. Plan quantity will be paid unless actual design changes and contract modifications are made in the field.

Question 10: At areas where variable depth gravel is required, it is not clear from the typicals or cross sections what depth of gravel is required in the widening areas where the horizontal alignment is changing. (Station 12+740-12+820).

Response:

The quantities for plan quantity common excavation and plan quantity gravel have been revised in the Schedule of Items to require between 600 mm and 750 mm of gravel in the realignment areas.

Question 11: In reference to typical 1 of 6, what is the minimum depth of aggregate subbase required for shoulder rehabilitation when fill material must be added to build a subgrade.

Response:

150mm is the minimum.

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Question 12: How will excavation be paid for at stations 10+250-10+310, 10+640-10+680, 13+360-13+460, 20+150-20+220 since these areas are not listed under Item 203.2001 plan quantity gravel.

Response:

The finish grade in these areas varies by approximately 100mm. If no gravel is needed in these areas the regrading of existing gravel is incidental to Item 310.23 as stated in the 310 special provision. Once this material is regraded to the proper slope we feel that the finish grade will be obtainable with no excavation required.

Question 13: General note #12 states that within variable depth gravel areas, all sod, tar penetrated strips and other unsuitable material on the shoulder or mainline shall be removed to the extent required by the Resident (payment shall be incidental to item 304.104 plan quantity gravel). How will the gravel material in these areas be paid?

Response:

Item 304.104 was revised in the Schedule of Items to account for this extra material. It was estimated at a depth of 75mm.

Question 14: There are two wage rate determinations in the contract book, which one applies?

Response:

The prevailing wage rate for each classification under this contract shall be the higher of the two minimum wage rates regardless of the location of the work.

Question 15: Are the pavement depth for cores/borings available?

Response:

The following are the pavement depths as reported from our boring logs. These are informational only and the contractor shall be responsible for verifying their correctness.

10+163	.140	13+803	.210	18+852	.080
10+710	.130	13+903	.200	18+952	.080
11+110	.120	14+384	.170	19+452	.210
11+610	.130	14+884	.170	19+552	.150
12+003	.150	15+884	.090	20+152	.150
12+303	.140	16+373	.210	20+352	.150
12+803	.200	16+973	.150	20+871	.180
13+103	.160	17+373	.090	21+371	.120
13+403	.160	17+973	.110	21+771	.150
13+603	.130	18+452	.080		